

Meeting Notes

MAG Regional Transportation Safety Stakeholders Group

Thursday, October 10, 2002, 10:00 am
Saguaro Room, Second Floor
302 N. 1st Avenue
Phoenix, Arizona 85003

1. A Review of Accomplishments To Date

Sarath Joshua reviewed the accomplishments and summarized activities over the past year. A summary of goals and action steps identified so far in each of the areas: Education, Enforcement and Emergency Services (EEE), Roadway and Pedestrian, Bicycle, Transit (PBT) were provided. There was general agreement with these goals except for a few suggested changes, such as moving goal number 9 and 14 in the roadway safety program to EEE program.

The review included the following items:

- 1.1 Establishment of MAG Transportation Safety Stakeholders Group – Nov. 2001**
- 1.2 Work by the Safety Teams**
- 1.3 2002 Regional Transportation Safety Forum**
 - Panel Discussion on School Zone Safety
 - Safety Funds
- 1.4 Development of Draft Safety Goals & Strategies for the Region**
- 1.5 Recognition of MAG region's Efforts by USDOT**
 - Links to National Initiatives on Transportation Safety Planning
 - Pilot MPO on NCHRP Project

Sarath's PowerPoint Presentation:

SLIDE #1: Review of Accomplishments To Date

- ☐ Establishment of MAG Transportation Safety Stakeholders Group – Nov. 2001
- ☐ Work by the Safety Teams
- ☐ 2002 Regional Transportation Safety Forum

SLIDE#2: Review of Accomplishments To Date (contd.)

- ❑ Development of Draft Safety Goals & Strategies for the Region
- ❑ Recognition of MAG region's Efforts by USDOT: National Initiatives on Transportation Safety Planning NCHRP Project
- ❑ EEE Education/Enforcement/EMS Safety Team
Team Leader: Jeannie McKenzie LaVelle
- ❑ Roadway Safety Team
Team Leader: Pierre Pretorius
- ❑ Pedestrians & Bikes PBT Pedestrian/Bicyclist/Transit Safety Team
Team Leader – Dana McGuinness

SLIDE#3: Next Steps

- ❑ Consolidate Goals, Strategies, Action Steps
- ❑ Develop Regional Action Plan for Transportation Safety - Goal > December 2002
- ❑ Action Plan > Safety Recommendations for Regional Transportation Plan
- ❑ Pursue Regional Safety Initiatives – Regional Safety Management System
- ❑ Safety Education and Information Sharing – Workshops, Forums
- ❑ Enhance MAG website
- ❑ NCHRP Project 8-44: Incorporating Safety into Long-Range Transportation Plans – Dr. Simon Washington, Univ of AZ, MAG is a Pilot MPO
- ❑ Next Meeting – 10 AM Thursday December 12, 2002

Action Plan for Next Year

2.1 Brainstorming Session

Pierre Pretorius, leader of roadway program and Jeannie M Lavelle, leader of EEE program, led a brainstorming session and highlighted many issues itemized below:

(1) Funding Resources

Punya Khanal, City of Avondale, asked how a city can obtain funds for road safety improvements. He emphasized the need for funds for school zone safety improvements. Paul Box added that traffic engineers can force the school boards to spend money on school zone safety improvements. Reed Henry, ADOT, informed that ADOT has funds available to support local government safety improvement projects. Sarath said that many safety issues in the region and associated action steps can be included in the Regional Transportation Plan. The RTP will provide a strong foundation for safety planning and addressing issues such as school zone safety. Through the safety planning process at MAG, it may be possible to fund safety projects in the future. Dan Lance, ADOT, added that about 2.5 million dollars per year is available for local agency safety improvements, through the ADOT Hazard Elimination Safety program. He also said that any funds not utilized by local agencies are utilized by ADOT for statewide road safety projects. Therefore, ADOT encourages local government to identify qualifying road safety problems and submit HES applications following the ADOT guidelines.

(2) Sharing Information among agencies.

The next discussion centered around sharing information among agencies. Many observed that they had difficulties looking for useful resources possibly due to lack of communication among agencies. One participant suggested that a state grant should be used to create a new position that will be responsible for the collection such information and sharing them with all the agencies. Dan Lance indicated that ADOT already had a coordinator in Reed Henry. Reed is in charge of communicating with local governments, especially about the HES funds. Dan Lance encouraged everyone to check with ADOT on existing resources and to take advantage of them. He also mentioned that in order to expedite application process, certain procedures have to be followed and the details are available at ADOT website: <http://www.dot.state.az.us/roads/localgov/funding.htm>. It was also suggested that ADOT could take steps to keep the agencies informed on available resources for road safety improvements and also track how funds are utilized.

(3) Define Funding Sources

Safety improvement funds are available not only from state but also from other organizations. Sarath stated that there are other organizations that provide funding for safety related projects such as State Farm for intersection safety improvements. Donna Russo of MADD mentioned the website, MAILEGN BOWER, which provides a lot of useful grants of Arizona. Lucy Ranus informed the group that St Joseph's Hospital was awarded a grant from the National Highway Traffic Safety Administration (NHTSA) to empirically evaluate three educational programs with unique approaches in order to develop a bicycle safety education program. Sarath mentioned that Lucy's grant application included a strong support letter from MAG mentioning the work of the Safety Stakeholders Group.

(4) Safety Management Program

Bob Maki of Surprise, asked if there was a Safety Management System in Arizona. Dan Lance responded that ADOT has recently started safety planning discussions. The ADOT statewide safety plan will be included in the state's 20 year long range transportation plan. Michele Kogl of Maricopa County DOT said that Maricopa County already has such a plan.

(5) Safety Statistics in Jurisdictions

A discussion on safety data was prompted by a question on how crash data is captured and reported in the region. Jim Williams of ADOT replied that the crash data is about 80% accurate. However, the database needs updated information such as street names changes and so on. Paul Box argued that more than exact crash locations, the trigger points need to be identified. It was acknowledged that a lot depended on the reporting officer at the crash scene.

(6) Pedestrian and Bicycle Crashes

The crash data discussion extended to pedestrian and bicyclist safety issues. Topics discussed included leading versus lagging left turn traffic signals, electric vehicles in neighborhoods, sidewalk construction specifications, and uniformity of surfaces for bicycle riders. Paul Box said the lagging left turns by motor vehicles is a big threat to bicyclist safety. He also pointed out that the bicyclists are safest when they ride on sidewalks instead of bicycle lanes. Paul argued that there is no uniformity of regulations across the region on bicycle riding. It is a question of who

has right of way. Some jurisdictions prohibit bicyclists riding on the sidewalk. Therefore, we need to find a way out to balance the motor-vehicle lanes, bike lanes and sidewalks.

(7) Coordination of Incident Management: medical, police, traffic

Pierre Pretorius began a discussion on the incident management system. One of the major objectives of incident management is to clear the crash site and reduce the congestion as soon as possible. At present police is in charge of supervising traffic at the crash site. Bill Lietz of Phoenix Fire said that his duty is to protect his firemen and he has to set up road blocks which may influence traffic flow and possibly cause the congestion. Therefore, coordination among different agencies is essential. Congestion created by a crash may also cause one or more secondary crashes. At a recent ADOT workshop on congestion a number of problems were identified together with actions that may be taken to address them.

(8) Miscellaneous

Arizona has recently launched a 511 system. This 3-digit telephone number is designated as the national travel information number. Arizona is one of the first states to initiate it. ADOT is working on this on-going project to make it more efficient and informative. Some participants pointed out safety problems that may be caused by the use of cell phone while driving. The discussion also covered issues related to driver distraction and the safety impact of bus pullouts.

2.2 Develop Safety Recommendations for Regional Transportation Plan

2.3 Pursue Regional Safety Initiatives – Regional Safety Management System

2.4 Safety Education and Information Sharing – MAG website

Sarath urged participants to provide useful safety-related internet links and other information that can be posted at the MAG safety website for sharing. Information on the MAG Safety Planning Program can be found at: <http://www.mag.maricopa.gov/project.cms?item=1427>

3. Safety Projects/Activities in Arizona

3.1 Statewide Safety Conscious Planning Forum

Lisa Pendrick informed the group that the statewide Safety Conscious Planning forum was to be held on October 23rd and 24th.

3.2 Governor Office of Highway Safety Conference

Myrna Forestiere reviewed major points of the governor office of highway safety conference held in Tucson on September 18th.

3.3 MAG Regional Traffic Safety Data Review and Analysis

Xiao Qin provided an overview of some safety issues in the region using recent crash data from ALISS. Jim Williams helped answer some questions related to missing data -- such as missing drivers' age was due to the hit-and-run cases. There are a large number of such cases every year and it is a critical problem.

3.4 NCHRP Project – Safety in Planning

Xiao also briefly introduced the NCHRP Project: Incorporating Safety into Long-Range Transportation Plans where MAG is one of the pilot MPOs in the research.

Outline

- Young driver Crashes
- Alcohol-involved Crashes
- Work Zone Safety
- Traffic Signal Violation Crashes
- Pedestrian Safety
- Bicycle Safety
- Older Driver Safety
- Traffic Records

Young Drivers and Traffic Crashes

Table 1. Young Drivers Traffic Crashes (MAG vs AZ)

		1997	1998	1999
MAG	Young Drivers (16-20)	21,160	16,928	21,106
	Total Drivers	121,838	135,773	163,006
	Percentage	17.37%	12.47%	12.95%
Arizona	Young Drivers (16-20)	31,236	31,995	35,012
	Total Drivers	215,490	228,317	238,616
	Percentage	14.50%	14.01%	14.67%
MAG/AZ	Young Drivers (16-20)	67.74%	52.91%	60.28%

Figures of Young Driver Crashes

Young Drivers Crashes in MAG and AZ

MAG vs. AZ
(The ratio between young drivers and total)

Alcohol Involvement in Crashes

Table 2. Alcohol-involved Traffic Crashes

		1997	1998	1999
MAG	Alcohol	4,204	4,444	5,209
	Total	61,893	78,396	83,027
	Percentage of HBD	6.79%	5.67%	6.27%
Arizona	Alcohol	7,348	7,610	7,756
	Total	114,174	120,293	125,764
	Percentage	6.44%	6.33%	6.17%
MAG/AZ	Alcohol-involved crashes	57.21%	58.40%	67.16%

Alcohol-related Crashes in MAG vs. AZ

**Work Zone Safety
(Give Me a Brake!)**

Table 3. Workzone Crashes* in MAG

		1997	1998	1999
MAG	workzone	1,687	2,165	3,439
	total	61,893	78,396	83,027
	percentage	2.73%	2.76%	4.14%

* Including Under Construction, Traffic Allowed; Under Construction, Traffic not allowed or Under Repairs

Traffic Signal Violation Crashes (STOP ON RED)

Table 4. Traffic Signal Violation Related Crashes

		1997	1998	1999
MAG	Disregard Traffic Signal	3,991	4,141	4,617
	Total	121,838	135,773	163,006
	Percentage	3.28%	3.05%	2.83%
	Disregard Traffic Signal	4,700	5,118	5,204
AZ	Percentage	2.18%	2.24%	2.18%
MAG/AZ	Ratio	84.91%	80.91%	88.72%

Pedestrian Safety

Table 5: Pedestrian Traffic Crashes (MAG vs AZ)

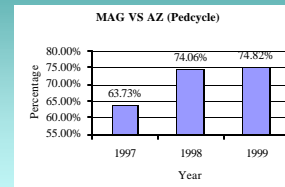
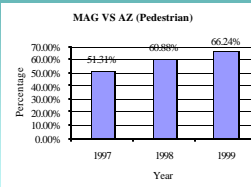
		1997	1998	1999
MAG	Pedestrian	883	1,038	1,083
	Total	61,893	78,396	83,027
	percentage	1.43%	1.32%	1.30%
	Pedestrian	1,721	1,705	1,635
AZ	Total	114,174	120,293	125,764
	percentage	1.51%	1.42%	1.30%
MAG/AZ	Ratio	51.31%	60.88%	66.24%

Bicycle Safety

Table 6. Pedalcycle Traffic Crashes (MAG vs AZ)

		1997	1998	1999
MAG	Pedalcycle	1,485	1,673	1,738
	Total	61,893	78,396	83,027
	percentage	2.40%	2.13%	2.09%
	Pedalcycle	2,330	2,259	2,323
AZ	Total	114,174	120,293	125,764
	Percentage	2.04%	1.88%	1.85%
MAG/AZ	Ratio	63.73%	74.06%	74.82%

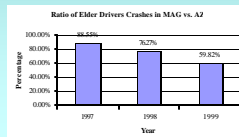
Figures for Pedestrian & Pedalcyclist



Older Driver Safety

Table 7. Traffic Crashes by Elder Drivers (MAG vs AZ)

		1997	1998	1999
MAG	Old Drivers (>=65)	15,897	17,640	10,661
	Total Drivers	121,838	135,773	163,006
	Percentage	13.05%	12.99%	6.54%
	Old Drivers (>=65)	17,952	23,127	17,821
Arizona	Total Drivers	215,490	228,317	238,616
	Percentage	8.33%	10.13%	7.47%
MAG/AZ	Ratio	88.55%	76.27%	59.82%



Traffic Records (Safety in Numbers)

Table 8. Incomplete Data by Tables and by Items (MAG 1999)

Table List	Items
Incident	Injury Severity
	Unreport
	Total
	Percentage
Road Characteristic	Road Character
	Unreport
	Total
	Percentage
Person Table	Age**
	Unreport
	Total
	Percentage
** Age at 0	



NCHRP Project: Incorporating Safety into Long-Range Transportation Planning

Background

- ISTEA & TEA-21: Required transportation plans and decisions at the state and metropolitan levels to take safety into account more directly.
- Long term planning rarely include safety in a comprehensive manner
- Data collection, performance monitoring and evaluations do not adequately include safety
- Unable to predict safety with the highway improvement
- Unable to assess collective implications on a system wide basis.



NCHRP Project: Incorporating Safety into Long Range Transportation Planning

Objective:

Develop a guidebook for practitioners on incorporating safety in long-range transportation planning and decision-making processes.

It includes:

- safety implications of facility and geometric, capacity, operational improvements, etc, and human behavior-related issues associated with all surface transportation modes.
- recommendations for improvements.



Incorporating Safety into Long Range Transportation Planning

- Who is working on it?
Principal Invest: Simon Washington
(University of Arizona)
- What is our role?
MAG is the one of the pilot MPOs.

4. Next Steps

4.1 Schedule Team Meetings PBT, EEE & Roadways

4.2 Next Stakeholders Group Meeting -10 am Thursday December 12, 2002

5. Members in Attendance:

NAME	AGENCY	Road	EEE	PBT
Don McDonald	Phoenix Police Department		v	
Jeannie McKenzie LaVelle	City of Glendale Transportation		v	v
Vicki Barnett	Arizona Department of Public Safety		v	
Myrna Forstiere	MADD		v	
Donna Russo	MADD		v	
Steve Farago	Mesa Police Department		v	
Tomi St. Mars	Desert Samaritan Medical Center	v	v	
Tom Roberts	City of Chandler Transportation			v
Tom Piowarsy	Phoenix Union High School District			v
Brian Fellows	City of Mesa Transportation			v
Lucy Ranus	Barrow Neurological Institute, St. Joseph's Hospital			v
Eric Ice	Federal Motor Carrier Safety Association	v		
Steve Owen,	ADOT Research Center	v		
Dan Lance,	ADOT	v		
Reed Henry	ADOT	v		
Jim Williams	ADOT	v		
Lisa Pendrick	ADOT	v		
Pierre Pretorius	Kimley-Horn and Associates	v		

New Attendees:

Paul C. Box, Paul C Box & Association
Sam Peoples, Glendale Elementary School Dist
Larry Talley, Mesa Transportation Division
Richard Rawnsley, City of Tolleson Streets
Jacob Wartiygz, City of Phoenix
Bob Maki, City of Surprise
Harvey Friedson, Computran System
Dave Walker, City of Tempe
Punya P. Khanal, City of Avondale
Don Wiltshire, Michael Baker Jr. Inc

Bill Lietz, Phoenix Fire Dept
Teri Colins, RPTA
Michele Kogl, MCDOT
Stuart Boggs, ValleyMetro/RPTA
Mike Mah, City of Chandler
Paul Casertano, PAG
Miryam Gutier, City of Surprise